

Mr. MORIN. Will the minister be kind enough to tell the committee how much he pays for the timber per thousand, board measure or cubic measure or lineal measure?

Mr. EMMERSON. I will obtain that information.

Mr. MORIN. What kind of timber do you propose to use?

Mr. EMMERSON. Some creosoted timber, some spruce and some hemlock under water. According to the estimate of the engineer, we require 417,000 feet, board measure, of 10-inch by 10-inch hemlock timber; 104,000 feet of spruce or hemlock logs; 10,500 lineal feet of ballast poles; 140,000 feet, board measure, of 2-inch creosoted sheathing; 14,600 cubic yards of stone ballast; 3 piles of 3-inch creosoted piling on the Sidney side 280 feet long in water from 25 to 50 feet deep, 120,000 feet of 3-inch by 12-inch creosoted sheet piling; together with the labour and the screw bolts, spikes and drift bolts, all making up the sum total of \$29,000.

Mr. MORIN. Will the minister say whether the timber is hewn or sawn?

Mr. EMMERSON. Some is purchased as square timber and some as round, and it is so used. It is bought in the proper lengths and furnished, according to the dimensions required, ready to be put in the work.

Mr. MORIN. Is the square timber hewn or sawn?

Mr. EMMERSON. It is sawn dimension timber. The surface face is square. On the inside the timbers are round.

Mr. MORIN. The part that is to be under water may be sawn, but the part that is to be above water should be hewn.

Mr. SPROULE. The hon. minister has not told us what he paid for the timber.

Mr. EMMERSON. For the square timber we paid \$14 per thousand feet board measure. For the creosoted timber \$43, for the poles 2½ cents per lineal foot, and for the other timber, 6, 7 and 8 cents per lineal foot, according to dimensions.

Mr. MORIN. What kind of timber did you pay \$43 per thousand feet for?

Mr. EMMERSON. The creosoted pine. We have to get it from Norfolk, Virginia. It is two inches thick and some is three by twelve besides the sheath piling.

Mr. MORIN. Where did you get the hemlock and spruce?

Mr. EMMERSON. From Nova Scotia all along the line and some from Cape Breton. There was a general call for tenders posted up at every station.

Mr. LENNOX. In view of the exceptional circumstances, I think that we

Mr. EMMERSON.

should have all the papers connected with this item before us before we pass this vote. Has any of the work beyond the collecting of the material been actually done?

Mr. EMMERSON. No, we are waiting for the vote.

Mr. KENDALL. I need only explain the urgency of the matter to convince the House that the minister did perfectly right. The Grand Narrows is a very deep neck of water. The water is from 58 to 75 feet deep in this locality and nearly half a mile wide. The Dominion Iron and Steel Company's large steamers, some which carry 3,000 tons of freight, go to the westward of this bridge, and one of them, two years ago, heavily laden, was caught with the tide, when coming down, swung against the boom and seriously damaged.

Mr. SAM. HUGHES. What is the object of this pier?

Mr. KENDALL. My predecessor, Mr. McDougall, again and again reported to the engineers, when the railway was built, that the draw should not have been put in the place it was, because, owing to the formation of the land, there is a strong four knot tide right across the channel, so that steamers coming down are liable to be driven diagonally across stream. A steamer laden with 3,000 tons struck against the pier and the pier was very considerably damaged.

Mr. SAM. HUGHES. Was the captain a St. Lawrence pilot?

Mr. KENDALL. No pilot could command a steamer when she gets into the current there. My colleague and I made representations to the government two years ago, but we were overruled and an arrangement was made to expend \$10,000. The authorities found shortly afterwards that that would not meet the requirements, and I just wish to point out the importance of the department acting without delay. To the east side of the county of Cape Breton there are some 70,000 people and some \$50,000,000 invested in coal and iron mines, which produce some 4,000,000 to 5,000,000 tons of coal per year. If that pier gave way, the whole traffic with the southern part of the county would be cut off, and Mr. Johnston and I urged the government to have the matter attended to at once so that the danger resulting from delay would be reduced to a minimum.

Mr. SAM. HUGHES. What relation would this pier bear to the one the steamer struck against?

Mr. EMMERSON. It would be a continuation of it.

Mr. MONK. If the government has waited so long before beginning the work, it cannot do any harm to wait long enough to give parliament the opportunity of voting intelligently on the item.